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## REPORT

FOREIGN DOCUMENTS OR RADIO BROADCASTS CD NO.

DATE OF INFORMATION 1949

DATE DIST. 4 Jan 1950

NO. OF PAGES 2

SUPPLEMENT TO  
REPORT NO.

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**SOURCE**

Tung-pei Jih-pao.

**RAILROADS FIGHT FLOOD DAMAGE;**  
**SHOPS REORGANIZE FOR EFFICIENCY**

FLOOD DAMAGES RR LINE -- Tung-pei Jih-pao, 29 Aug 49

Traffic on the Shen-yang to Shan-hai-kuan section of the Pei-p'ing-Shen-yang Railroad was restored on 27 August after 20 days of interruption due to floods.

Since the end of July, South Manchuria has been deluged by heavy rains particularly on 6 and 14 August. Streams were swollen and the region from Hsin-min to Shan-hai-kuan, a distance of 300 kilometers, was inundated. Houses were submerged; in places the railroad tracks were washed away and in others the roadbed was badly undermined. Local inhabitants, driven from their homes by the waters, were unable to help with railroad repairs.

The Chin Hsien Railroad Office mobilized about 5,000 employees to repair the damage to the tracks.

**FREIGHT CAR PRODUCTION INCREASES --** Tung-pei Jih-pao, 14 Aug 49

Shih Te-yang, assistant manager of the Huang-ku-tun Railroad Car Plant has introduced the assembly-line system of car production resulting in more efficiency, economy, and production. The monthly production is now 200 cars with no increase in workers or equipment.

Before the liberation, the Huang-ku-tun Plant built cars by using a method of production in which several operations were carried on simultaneously. There were three shops producing cars. The ones at the north and south ends of the plant built freight cars, and the one in the middle passenger coaches. The freight cars had to be shunted from one shop to the other for different types of work. After the liberation, the center shop was converted to the production of freight cars, but even then only 111 cars were built within a 6-month period. The maximum monthly production was 30 cars.

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RR SHOP OFFICIALS HOLD CONFERENCE -- Tung-pei Jih-pao, 14 Aug 49

Shen-yang -- A planning conference was recently held by officials of the five railroad shops of the Northeast in Shen-yang during which a tentative plan for piece-work wages, on the Soviet pattern, was adopted. Ideas were exchanged on shop management and methods, and success with new inventions was reported. For example, at the Huang-Ku-tun Plant the newly adopted assembly-line method of production reduced the time for building one car from 10 days to 3 $\frac{1}{2}$ , and the man-days from 472 to 230.

The conference also discussed defects which were to be found chiefly in management and planning. An instance was cited of the locomotive "Iron Ox" being repaired in the Ha-erh-pin shops and still there after 11 trial run failures. Huge losses through waste and illness were also cited. In one year the Ha-erh-pin shops lost, through illness, enough time to repair 21 locomotives.

NORTHEAST RR SCHOOL GRADUATES 160 -- Tung-pei Jih-pao, 28 Aug 49

Shen-yang -- On 18 August 1949, the third class of 160 students were graduated from the Northeast Railroad College. 16 groups were graduated from the electrical course, and 3 groups from the course in railroad administration.

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